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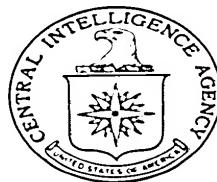
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CENTRAL INTELLIGENCE AGENCY
PHOTOGRAPHIC INTELLIGENCE DIVISION
PHOTOGRAPHIC INTELLIGENCE REPORT

NORTH VIETNAM AIRFIELD STUDY

Declass Review by NIMA/DOD

CIA/PIR-7005/65
JUNE 1965



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NORTH VIETNAM AIRFIELD STUDY

1. A study of available recent aerial photographic coverage of North Vietnam revealed the status of construction activity at the airfields observed as follows:

- a. Dien Bien Phu Airfield (21 23N-103 01E): The only construction noted was 2 probable truck revetments east of the runway.
- b. Dong Hoi Airfield (17 31N-106 36E): No new construction observed however the bomb craters on the field were being filled.
- c. Haiphong/Cat Bi Airfield (21 00N-105 50E): The crossover link and loop taxiway at the WSW end of the runway are being resurfaced. The four revetments at the WSW end of the runway are complete earthen revetments with exhaust vent/personnel exits. There are new trenches along the north edge of the loop taxiway and in the old dispersal area at the NW end of the airfield.
- d. Haiphong/Kien An Airfield (20 48N-106 36E): Construction continues in the overrun area at the NE end of the runway and taxiway. Construction has also started on an additional taxiway near the NE end of the airfield which may be an extension of the aircraft dispersal area. No new revetments were observed.
- e. Hanoi/Bac Mai Airfield (21 00N-105 50E): No new construction or revetments were observed.
- f. Hanoi/Gia Lam Airfield (21 02N-105 53E): Construction continues on the approximately 650 foot overrun at the NNE end of the runway. At least 15 earthen aircraft revetments were observed, all of which have exhaust vent/personnel exists. At least 5 of the revetments have been constructed since [REDACTED]
- g. Kep Airfield (21 24N-106 16E): Construction continues on the NNW end of the runway. The maximum extent of construction including possible runway extension and overrun is approximately 1,100 feet. No other new construction was observed.
- h. Lai Chau Airfield (22 03N-103 09E): No new construction or revetments were observed.
- i. Lao Kay Airfield (22 29N-103 58E): No new construction or revetments were observed.

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- j. Na San Airfield (21 13N-104 02E): No new construction or revetments were observed.
- k. Nghia Lo Airfield (21 36N-104 30E): No new construction or revetments were observed.
- l. Phi Diem Airfield (21 23N-106 40E): One new earthen revetment with no vent on the SE side of the airfield. No other construction was observed.

m. Phuc Yen Airfield (21 13N-105 48E): At least 19 earthen aircraft revetments and one earthen firing in butt were under construction in the parking area 4 nm north of the runway. The taxiway and bridge to this parking area are still under construction. A few trenches in the barracks area are new.

n. Tong Airfield (21 06N-105 27E): No new construction or revetments were observed.

o. Vinh Airfield (18 43N-105 40E): Construction continues on the 5 aircraft revetments at the NW end of the runway. There are new trenches along the entire east side of the runway. Repair work has not been started on the approximately 5 bomb craters observed on the runway.

2. Six airfields Ca Bang (22 39N-106 16E), Ha Giang (22 52N-104 57E), Lang Son (21 50N-106 46E), Mon Cay (21 31N-107 58E), Phong Tho (23 32N-103 21E), and Than Uyen (22 00N-103 55E) have not been covered by recent aerial photography. Chu Airfield (21 22N-106 34E) does not exist.

3. The construction activity west of Hanoi and near Son Tay reported to be either an airfield or dike under construction is actually a dike under construction with the extreme west end complete. The construction activity extends from UTM WJ573382 three miles eastward to UTM WJ623383. The dike will extend through several villages when completed as indicated by the razing of numerous buildings in its path.

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4. The field IPIR of [REDACTED] reports 2 COLT, 9 probable MAX, 5 probable MOOSE and one small single engine straight wing aircraft at Haiphong/Cat Bi Airfield. Further analysis of this mission reveals the aircraft to be 2 COLT, 13 MAX, one probable MAX and one possible MAX. No MOOSE were observed. Fourteen MAX, one probable MAX, 4 FAGOT/FRESCO and 4 COLT were observed at Haiphong/Cat Bi Airfield on Mission [REDACTED]. No MOOSE were observed. Using scales derived from [REDACTED]

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both the mission data (i.e., altitude, camera position, focal length, etc.) and measurement of the COLT aircraft, lengths and wingspans of the MAX were measured at approximately [redacted] 35 feet respectively. These [redacted]

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[redacted]
observed on [redacted]. The wingspan to fuselage length ratio on the MAX is 1.32 : 1 compared with 1.1 : 1 for the MOOSE. A ratio of 1.3 : 1 was derived for the MAX observed at Haiphong/Cat Bi Airfield on both [redacted]

5. All measurements have been made by the CIA/PID/GMB project analyst. They should be considered as approximate and must not be taken as official NPIC mensuration data compiled by the Technical Intelligence Division, NPIC.

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